

DEPARTMENT OF TRANSPORTATION  
FEDERAL AVIATION ADMINISTRATION  
WASHINGTON, D.C.

Revision: 1  
Date: 08/18/89

M A S T E R   M I N I M U M   E Q U I P M E N T   L I S T

SIKORSKY MODEL S-58T SERIES

Flight Standards Division  
Aircraft Evaluation Group, ASW-270  
Federal Aviation Administration  
Southwest Region  
4400 Blue Mound Road  
Fort Worth, TX 76193-0270

Telephone: (817) 624-5270  
FTS: 734-5270

FEDERAL AVIATION ADMINISTRATION  
MASTER MINIMUM EQUIPMENT LIST

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## Log of Revisions

[illegible]

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Control Page

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Highlights of Change 1

1. This change represents a major revision affecting all pages and replaces the existing document.
2. The Preamble and Definitions included with this revision reflect substantial changes in both of them.
3. All items are categorized as A, B, or C to specify the required repair intervals.
4. The entire document has been updated to standardize format without changing relief.
5. "If installed" is no longer utilized. It has been removed and optional items are not identified in column 1. When included on the MMEL, optional equipment items are shown as a variable "-" in column 2. The operator's MEL will reflect the actual number installed.
6. Items with no relief have been deleted. Airworthiness items not shown in the MMEL must be operative prior to dispatch for all flight conditions.
7. Easily removed and/or replaced items (First Aid Kit, Portable Fire Extinguisher, Personal Flotation Devices, Life Rafts, etc.) are not appropriate on the MMEL and have been deleted. These items must be installed and operated when required by FAR.
8. Throughout the MMEL, certain items of optional equipment have been added to update and standardize the document with those MMEL's on which an FOEB has recently been completed.

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Definitions  
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1. System Definitions.

System numbers are based on the Air Transport Association (ATA) Specification Number 100 and items are numbered sequentially.

- a. "Item" (Column 1) means the equipment, system, component, or function listed in the "Item" column.
- b. "Number Installed" (Column 2) is the number (quantity) of items normally installed in the aircraft. This number represents the aircraft configuration considered in developing this MMEL. Should the number be a variable (e.g., passenger cabin items) a number is not required.

NOTE: Where the MMEL shows a variable number installed, the MEL must reflect the actual number installed or an alternate means of configuration control approved by the Administrator.

- c. "Number Required for Dispatch" (Column 3) is the minimum number (quantity) of items required for operation provided the conditions specified in Column 4 are met.

NOTE: Where the MMEL shows a variable number required for dispatch, the MEL must reflect the actual number required for dispatch or an alternate means of configuration control approved by the Administrator.

- d. "Remarks or Exceptions" (Column 4) in this column includes a statement either prohibiting or permitting operation with a specific number of items inoperative, provisos (conditions and limitations) for such operation, and appropriate notes.
- e. A vertical bar (change bar) in the margin indicates a change, addition or deletion in the adjacent text for the current revision of that page only. The change bar is dropped at the next revision of that page.

2. "Airplane/Rotorcraft Flight Manual" (AFM/RFM) is the document required for type certification and approved by the responsible FAA Aircraft Certification Office. The FAA approved AFM/RFM for the specific aircraft is listed on the applicable Type Certificate Data Sheet.

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3. "As required by FAR" means that the listed item is subject to certain provisions (restrictive or permissive) expressed in the Federal Aviation Regulations operating rules. The number of items required by the FAR must be operative. Items installed that are in excess of the FAR requirements may be permitted by the operator's MEL to be inoperative if not otherwise required by the MMEL.

4. "\*" symbol in Column 4 indicates the listed item if inoperative, must be placarded to inform and remind the crewmembers and maintenance personnel of the equipment condition.

NOTE: To the extent practical, placards should be located adjacent to the control or indicator for the item affected; however, unless otherwise specified, placard wording and location will be determined by the operator.

5. "-" symbol in Column 2 and/or Column 3 indicates a variable number (quantity) of the item installed.

NOTE: Where the MMEL shows a variable number installed, the MEL must reflect the actual number installed or an alternate means of configuration control approved by the Administrator.

6. "Deleted" in the remarks column after a sequence item indicates that the item was previously listed but is now required to be operative if installed in the aircraft.

7. "ER" refers to extended range operations of a two-engine airplane which has a type design approval for ER operations and complies with the provisions of Advisory Circular 120-42.

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8. "Federal Aviation Regulations" (FAR) means the applicable portions of the Federal Aviation Act and Federal Aviation Regulations.
9. "Flight Day" means a 24 hour period (from midnight to midnight) either Universal Coordinated Time (UCT) or local time, as established by the operator, during which at least one flight is initiated for the affected aircraft.
10. "Icing Conditions" means an atmospheric environment that may cause ice to form on the aircraft or in the engine(s).
11. Alphabetical symbol in Column 4 indicates a proviso (condition or limitation) that must be complied with for operation with the listed item inoperative.
12. "Inoperative" means a system and/or component malfunction to the extent that it does not accomplish its intended purpose and/or is not consistently functioning normally within its approved operating limit(s) or tolerance(s).
13. "Notes:" in Column 4 provides additional information for crewmember or maintenance consideration. Notes are used to identify applicable material which is intended to assist with compliance, but do not relieve the operator of the responsibility for compliance with all applicable requirements. Notes are not a part of the provisos.
14. Inoperative components of an inoperative system: Inoperative items which are components of a system which is inoperative are usually considered components directly associated with and having no other function than to support that system. (Warning/caution systems associated with the inoperative system must be operative unless relief is specifically authorized per the MMEL).



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15. "(M)" symbol indicates a requirement for a specific maintenance procedure which must be accomplished prior to operation with the listed item inoperative. Normally these procedures are accomplished by maintenance personnel; however, other personnel may be qualified and authorized to perform certain functions. Procedures requiring specialized knowledge or skill, or requiring the use of tools or test equipment should be accomplished by maintenance personnel. The satisfactory accomplishment of all maintenance procedures, regardless of who performs them, is the responsibility of the operator. Appropriate procedures are required to be published as part of the operator's manual or MEL.

16. "(O)" symbol indicates a requirement for a specific operations procedure which must be accomplished in planning for and/or operating with the listed item inoperative. Normally these procedures are accomplished by the flight crew; however, other personnel may be qualified and authorized to perform certain functions. The satisfactory accomplishment of all procedures, regardless of who performs them, is the responsibility of the operator. Appropriate procedures are required to be published as a part of the operator's manual or MEL.

NOTE: The (M) and (O) symbols are required in the operator's MEL unless otherwise authorized by the Administrator.

17. "Deactivated" and "Secured" means that the specified component must be put into an acceptable condition for safe flight. An acceptable method of securing or deactivating will be established by the operator.

18. "Visual Flight Rules" (VFR) is as defined in FAR Part 91. This precludes a pilot from filing an Instrument Flight Rules (IFR) flight plan.

19. "Visual Meteorological Conditions" (VMC) means the atmospheric environment is such that would allow a flight to proceed under the visual flight rules applicable to the flight. This does not preclude operating under Instrument Flight Rules.

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20. "Visible Moisture" means an atmospheric environment containing water in any form that can be seen in natural or artificial light; for example, clouds, fog, rain, sleet, hail, or snow.

21. "Passenger Convenience Items" means those items related to passenger convenience, comfort or entertainment such as, but not limited to, galley equipment, movie equipment, ash trays, stereo equipment, overhead reading lamps, etc.

22. Repair Intervals: All users of an MEL approved under FAR 121, 125, 129 and 135 must effect repairs of inoperative systems or components, deferred in accordance with the MEL, at or prior to the repair times established by the following letter designators:

Category A. Items in this category shall be repaired within the time interval specified in the remarks column of the operator's approved MEL.

Category B. Items in this category shall be repaired within three (3) consecutive calendar days (72 hours), excluding the day the malfunction was recorded in the aircraft maintenance record/logbook. For example, if it were recorded at 10 a.m. on January 26th, the three day interval would begin at midnight the 26th and end at midnight the 29th.

Category C. Items in this category shall be repaired within ten (10) consecutive calendar days (240 hours), excluding the day the malfunction was recorded in the aircraft maintenance record/logbook. For example, if it were recorded at 10 a.m. on January 26th, the 10 day interval would begin at midnight the 26th and end at midnight February 5th.

The letter designators are inserted adjacent to Column 2.

23. Engine Indicating Crew Alerting System (EICAS), Electronic Centralized Aircraft Monitoring System (ECAM) or similar systems that provide electronic messages refer to a system capable of providing different priority levels of systems information messages (e.g., Warning, Caution, Advisory Status and Maintenance). Any airplane discrepancy message that affects dispatchability will normally be at status message level (e.g., Advisory Status) or higher.

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24. "Administrative control item" means an item listed by the operator in the MEL for tracking and informational purposes. It may be added to an operator's MEL by approval of the Principal Operations Inspector provided no relief is granted, or provided conditions and limitations are contained in an approved document (i.e. Structural Repair Manual, airworthiness directive, etc.). If relief other than that granted by an approved document is sought for an administrative control item, a request must be submitted to the Administrator. If the request results in review and approval by the FOEB, the item becomes an MMEL item rather than an administrative control item.

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Preamble  
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The following is applicable for authorized certificate holders operating under Federal Aviation Regulations (FAR) Parts 121, 125, 129, 135: The FAR require that all equipment installed on an aircraft in compliance with the Airworthiness Standards and the Operating Rules must be operative. However, the Rules also permit the publication of a Minimum Equipment List (MEL) where compliance with certain equipment requirements is not necessary in the interests of safety under all operating conditions. Experience has shown that with the various levels of redundancy designed into aircraft, operation of every system or installed component may not be necessary when the remaining operative equipment can provide an acceptable level of safety. A Master Minimum Equipment List (MMEL) is developed by the FAA, with participation by the aviation industry, to improve aircraft utilization and thereby provide more convenient and economic air transportation for the public. The FAA approved MMEL includes those items of equipment related to airworthiness and operating regulations and other items of equipment which the Administrator finds may be inoperative and yet maintain an acceptable level of safety by appropriate conditions and limitations; it does not contain obviously required items such as wings, flaps, and rudders. The MMEL is the basis for development of individual operator MELs which take into consideration the operator's particular aircraft equipment configuration and operational conditions. Operator MELs, for administrative control, may include items not contained in the MMEL; however, relief for administrative control items must be approved by the Administrator. An operator's MEL may differ in format from the MMEL, but cannot be less restrictive than the MMEL. The individual operator's MEL, when approved and authorized, permits operation of the aircraft with inoperative equipment.

Equipment not required by the operation being conducted and equipment in excess of FAR requirements are included in the MEL with appropriate conditions and limitations. The MEL must not deviate from the Aircraft Flight Manual Limitations, Emergency Procedures or with Airworthiness Directives. It is important to remember that all equipment related to the airworthiness and the operating regulations of the aircraft not listed on the MMEL must be operative.

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Preamble  
(Effective 6/14/89)

Suitable conditions and limitations in the form of placards, maintenance procedures, crew operating procedures and other restrictions as necessary are specified in the MEL to ensure that an acceptable level of safety is maintained.

The MEL is intended to permit operation with inoperative items of equipment for a period of time until repairs can be accomplished. It is important that repairs be accomplished at the earliest opportunity. In order to maintain an acceptable level of safety and reliability the MMEL establishes limitations on the duration of and conditions for operation with inoperative equipment. The MEL provides for release of the aircraft for flight with inoperative equipment. When an item of equipment is discovered to be inoperative, it is reported by making an entry in the Aircraft Maintenance Record/Logbook as prescribed by FAR. The item is then either repaired or may be deferred per the MEL or other approved means acceptable to the Administrator prior to further operation. MEL conditions and limitations, do not relieve the operator from determining that the aircraft is in condition for safe operation with items of equipment inoperative.

When these requirements are met, an Airworthiness Release, Aircraft Maintenance Record/Logbook entry, or other approved documentation is issued as prescribed by FAR. Such documentation is required prior to operation with any item of equipment inoperative.

Operators are responsible for exercising the necessary operational control to ensure that an acceptable level of safety is maintained. When operating with multiple inoperative items, the interrelationships between those items and the effect on aircraft operation and crew workload will be considered.

Operators are to establish a controlled and sound repair program including the parts, personnel, facilities, procedures, and schedules to ensure timely repair.

WHEN USING THE MEL, COMPLIANCE WITH THE STATED INTENT OF THE PREAMBLE, DEFINITIONS, AND THE CONDITIONS AND LIMITATIONS SPECIFIED IN THE MEL IS REQUIRED.

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Guidelines for (O) & (M) Procedures

The FOEB has identified a need for certain procedures to provide an adequate level of safety while providing relief for some items. Those procedures must be established by the operator. The following guidelines specify the objectives of the required procedures:

- 21-2. (M) Procedure to inspect, deactivate, and secure heater.
- 23-3.a) (O) Alternate procedure to meet proviso.
- 28-3. (O) Alternate procedure to determine fuel quantity.
- 65-1. (M) Procedure to inspect, deactivate, and secure rotor brake.
- 65-2. (M) Procedure to inspect, deactivate, and secure rotor brake.
- 73-1. (M) Procedure to deactivate and secure system.

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21-1

1. | 2. NUMBER INSTALLED

SYSTEM &  
SEQUENCE  
NUMBERS

ITEM

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

21 AIR CONDITIONING

1. Blower, Fresh Air  
Without Combustion  
Heater

C

---

0

\*

## 2. Combustion Heater

C

---

0

\*

\* (M) May be inoperative provided heater is inspected, deactivated, and secured.

### 3. Bleed Air Heater

C

---

0

\*

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22-1

1.	2. NUMBER INSTALLED
----	---------------------

SYSTEM &  
SEQUENCE  
NUMBERS

ITEM

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

22 AUTO FLIGHT

## 1. Stabilization Augmentation System

C

1

—

\*May be inoperative for VFR.



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		1.	2. NUMBER INSTALLED		
SYSTEM & SEQUENCE NUMBERS	ITEM			3. NUMBER REQUIRED FOR DISPATCH	
					4. REMARKS OR EXCEPTIONS
23	COMMUNICATIONS				
1.	Communications Systems (FM, HF, UHF, VHF, etc.)	C	-	0	*As required by FAR.
2.	Crew Interphone System	B	1	0	*May be inoperative for single pilot operations provided there is no interference with required radio operations.
3.	Cabin P.A. System	A	-	0	* (O) May be inoperative provided: a) Alternate normal and emergency procedures and/or operating restrictions are established and utilized for passenger notification, and b) Aircraft may continue flight or a series of flights for a maximum of 15 hours, but shall not depart airport where repairs or replacements can be made. OR c) For nonpassenger carrying operations.
4.	Cabin-to-Cockpit Telephone	C	-	0	*

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24-1

1. | 2. NUMBER INSTALLED

SYSTEM &  
SEQUENCE  
NUMBERS

ITEM

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

24 ELECTRICAL POWER

1. Volt-Ammeter, DC

C

---

0

\*May be inoperative provided one voltmeter is operative.

## 2. Inverter

B

2

1

\*One may be inoperative for VFR.

### 3. Starter/Generator

B

2

1

\*One generator function may be inoperative for VFR operations.

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25-1

1. SYSTEM & SEQUENCE NUMBERS		2. NUMBER INSTALLED		3. NUMBER REQUIRED FOR DISPATCH		4. REMARKS OR EXCEPTIONS
ITEM						
25	EQUIPMENT AND FURNISHINGS					
1.	Passenger Seat Belts	C	-	0		*One required for each occupied seat. If belt is inoperative or missing, seat must be blocked and placarded.
2.	Crew Member Shoulder Harness	B	2	0		*If harness becomes inoperative, aircraft shall not depart airport where repairs or replacements can be made.
3.	Personal Flotation Device					Deleted
4.	Helicopter Flotation System	C	-	0		*As required by FAR.
5.	Utility Hoist	C	-	0		*
6.	Cargo Suspension System	C	-	0		*
7.	Life Raft					Deleted
8.	Pyrotechnic Signaling Device					Deleted
9.	Hoist System	C	-	0		*
10.	Emergency Locator Transmitter (ELT)	C	-	0		*
11.	EMS Equipment	C	-	0		*May be inoperative provided system is deactivated and secured. (M) and (O) procedures may be required and included in the air carrier's appropriate document.

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1.	2.	NUMBER INSTALLED	
SYSTEM & SEQUENCE NUMBERS	ITEM	3.	NUMBER REQUIRED FOR DISPATCH
25 EQUIPMENT/FURNISHINGS		4. REMARKS OR EXCEPTIONS	
13.	Passenger Convenience Item(s)	- 0	*Passenger convenience items, as expressed in this MMEL are those related to passenger convenience, comfort or entertainment such as, but not limited to, galley equipment, movie equipment, ash trays, stereo equipment, overhead reading lamps, etc. Items addressed elsewhere in this document shall not be included. (M) and (O) procedures may be required and included in the air carrier's appropriate document.

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1. 2. NUMBER INSTALLED				
SYSTEM & SEQUENCE NUMBERS	ITEM	3. NUMBER REQUIRED FOR DISPATCH		
4. REMARKS OR EXCEPTIONS				
27 FLIGHT CONTROLS				
1. Cyclic Stick Trim	C	1	0	*May be inoperative for VMC provided flight crewmember guards cyclic at all times.



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30-1

1. | 2. NUMBER INSTALLED

SYSTEM &  
SEQUENCE  
NUMBERS

ITEM

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

30 ICE AND RAIN  
PROTECTION

### 1. Pitot Tube Heater

B

---

0

\*May be inoperative provided:

- a) For VFR,
- b) Ambient temperatures are above +2 degrees C (+35 degrees F), and
- c) Operations are not conducted in precipitation.

OR

- d) Single pilot operations, and
- e) Right Pitot Tube Heater is operative.

## 2. Windshield Wipers

C

2

0

\*May be inoperative provided operations are not conducted in precipitation during takeoff or landing phases.





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33-1

1. SYSTEM & SEQUENCE NUMBERS		2. NUMBER INSTALLED		3. NUMBER REQUIRED FOR DISPATCH		4. REMARKS OR EXCEPTIONS
ITEM						
33 LIGHTS						
1.	Navigation (Position) Light System	C	1	0		*May be inoperative for day VFR operations.
2.	Anti-Collision Light System	B	1	0		*May be inoperative for day operations.
3.	Cockpit Instrument Lighting Systems	B	-	0		*May be inoperative provided: a) Sufficient lighting is operative to make each required instrument, control, and other device for which it is provided easily readable, b) Direct rays and reflections do not impair visibility either inside or outside aircraft, c) Lighting intensity can be controlled or preset to a satisfactory level for the expected flight conditions, and d) Lighting configuration at dispatch is acceptable to flight crew. OR e) Left pilot station instrument lights may be inoperative for single pilot operations.
4.	Landing Lights					
	1) Controllable	C	-	0		*As required by FAR.
	2) Fixed	C	-	0		*
5.	Pilot Map Light	C	-	0		*May be inoperative provided Cockpit Dome Light (Item 33-6) is operative.

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33-2

1. SYSTEM & SEQUENCE NUMBERS		2. NUMBER INSTALLED		3. NUMBER REQUIRED FOR DISPATCH		4. REMARKS OR EXCEPTIONS
ITEM						
33	LIGHTS					
6.	Cockpit Dome Light	C	1	0		*May be inoperative provided: a) For day VFR. OR b) Pilot Map Light (Item 33-5) is operative.
7.	Cabin Lighting System	C	-	0		* May be inoperative provided: a) For day operations. OR b) Inoperative lights do not exceed fifty (50) percent of the total installed.
8.	Internal Combustion Heater Advisory Light	C	-	0		*May be inoperative provided Heater is deactivated and secured.
9.	Passenger Notice System (Fasten Seat Belt-No Smoking)	B	1	0		*(O)May be inoperative provided: a) Passengers are not carried. OR b) Alternate procedures are used for passenger notification. OR c) Public address system is installed and operative.
10.	Passenger Step Light	C	-	0	*	
11.	Cargo Flood Light	C	-	0	*	
12.	Anti-Dazzle Lights	C	-	0	*	
13.	Strobe Light System	C	-	0	*	
14.	Supplemental Lighting System	C	-	0	*	

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1. SYSTEM & SEQUENCE NUMBERS		2. NUMBER INSTALLED		3. NUMBER REQUIRED FOR DISPATCH		4. REMARKS OR EXCEPTIONS
ITEM						
34	NAVIGATION					
1.	Airspeed Indicator	B	2	1		*Left pilot station indicator may be inoperative for single pilot operations.
2.	Sensitive Altimeter Adjustable for Barometric Pressure	B	2	1		*Left pilot station indicator may be inoperative for single pilot operations.
3.	Magnetic Direction Indicator					Deleted
4.	Gyroscopic Rate-of-Turn Indicator	B	2	1		*Left pilot station indicator may be inoperative for single pilot operations.
5.	Gyroscopic Direction Indicator	B	2	1		*Left pilot station indicator may be inoperative for single pilot operations.
6.	Gyroscopic Pitch and Bank Indicator	B	2	1		*Left pilot station indicator may be inoperative for single pilot operations.
7.	Vertical Speed Indicator	B	2	1		*Left pilot station indicator may be inoperative for single pilot operations.
8.	OAT/Free Air Temperature Gauge	C	1	0		*May be inoperative provided temperature can be obtained from approved alternate onboard source.
9.	Navigation Systems (VOR, ILS, ADF, Long Range, etc.)	C	-	0		*As required by FAR.
10.	Transponder	C	1	0		*As required by FAR.
11.	Flight Director	C	-	0		*



## U.S. DEPARTMENT OF TRANSPORTATION

## MASTER MINIMUM EQUIPMENT LIST

## FEDERAL AVIATION ADMINISTRATION

AIRCRAFT:

REVISION NO: 1

PAGE:

SIKORSKY MODEL S-58T SERIES

DATE: 08/18/89

65-1

1. | 2. NUMBER INSTALLED

SYSTEM &  
SEQUENCE  
NUMBERS

ITEM

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

65 ROTORS

## 1. Rotor Brake System C

1

0

\* (M) May be inoperative provided:

- a) Maintenance inspection determines the rotor disc is free, and
- b) System is rendered inoperative.

## 2. Rotor Brake Warning Light

C

1

0

\* (M) May be inoperative provided:

- a) Maintenance inspection determines the rotor disc is free, and
- b) System is rendered inoperative.

U.S. DEPARTMENT OF TRANSPORTATION				
MASTER MINIMUM EQUIPMENT LIST				
FEDERAL AVIATION ADMINISTRATION				
AIRCRAFT:		REVISION NO: 1		PAGE:
SIKORSKY MODEL S-58T SERIES		DATE: 08/18/89		73-1
1.	2.	NUMBER INSTALLED		
SYSTEM & SEQUENCE NUMBERS	ITEM	3. NUMBER REQUIRED FOR DISPATCH		
		4. REMARKS OR EXCEPTIONS		
73	ENGINE FUEL & CONTROL			
1.	Engine Air Line Heater	C	2	0
*(M)May be inoperative provided: a) System is deactivated, and b) Operations are conducted above 2 degrees C (35 degrees F) outside air temperature.				

